

U.S. Department of  
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**United States  
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# Press Release

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## **COAST GUARD AWARDS CONTRACT FOR FIRST MARITIME SECURITY CUTTER, LARGE**

**WASHINGTON** – The U.S. Coast Guard has awarded a contract totaling \$140 million to Integrated Coast Guard Systems for the production and delivery of the Maritime Security Cutter, Large (WMSL, formerly known as the National Security Cutter), part of the Integrated Deepwater System (IDS) Program, which is aimed at modernizing and recapitalizing the Coast Guard’s aging and technologically obsolete cutters, aircraft, and supporting systems.

“The contract award for the Maritime Security Cutter, Large is a significant milestone in the Deepwater Program,” said Rear Adm. Patrick M. Stillman, Program Executive Officer for the Integrated Deepwater System. “It begins the process that will, in several years, culminate in the delivery of the Coast Guard’s first 21st century cutter – a highly capable ship designed to satisfy the Coast Guard’s multi-mission responsibilities in homeland security, national defense, marine safety, and environmental protection. In addition to enabling the Coast Guard to fulfill its commitment to the National Fleet Policy, this class of cutters will play an important role in restoring the Coast Guard’s operational readiness, capacity, and effectiveness at a time when the demand for its services has never been higher.”

Northrop Grumman Ship Systems will lead the production effort with Lockheed Martin responsible for the design, manufacture, and integration of the cutter’s systems for C4ISR (command, control, communications, computers, intelligence, surveillance, and reconnaissance). The WMSL, to be manufactured by Northrop Grumman Corporation’s Ships Systems sector in Pascagoula, Miss., will be a 421-foot vessel with a 4,112-ton displacement at full load when delivered. The twin-screw cutter will be powered by a combined diesel and gas propulsion plant designed for maximum cutter speeds of 28 knots. The cutter’s design incorporates a stern ramp for underway launch and recovery of two rigid hull inflatable boats, a flight deck to accommodate a range of rotary wing manned and unmanned aircraft, and state of the art electronics for command and control.

The Deepwater Program is key to sustaining the Coast Guard’s operational excellence in all of its military, multimission, and maritime homeland-security responsibilities. Although originally conceived with

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“deepwater” missions in mind, including forward-deployed expeditionary operations with Navy component commanders, mobile multimission platforms like the Maritime Security Cutter are ideally suited for the wide range of homeland security operations encountered in ports, waterways, and coastal areas.

The design of the WMSL will provide better sea keeping and higher sustained transit speeds, greater endurance and range, and the ability for launch and recovery, in higher sea states, of improved small boats, helicopters, and unmanned aerial vehicles--all key attributes in enabling the Coast Guard to implement increased security responsibilities. Such duties include exerting more effective jurisdiction over foreign-flagged ships transiting U.S. waters. Deepwater’s more capable maritime security cutters, for example, will enable the Coast Guard to screen and target vessels faster, more safely, and reliably before they arrive in U.S. waters—to include conducting onboard verification through boardings and, if necessary, taking enforcement-control actions.

The Maritime Security Cutter, Large, will serve as an integral part of the Coast Guard’s strategy for achieving maritime domain awareness and ensuring the safety of the American public and sovereignty of U.S. maritime borders. Fabrication of this first-in-class cutter will start this fall, and the keel laying is scheduled for the Spring 2005. The lead ship is slated for delivery to the Coast Guard during the second quarter of 2007.

The Integrated Deepwater System is the largest recapitalization effort in the over 200-year history of the Coast Guard—a multi-year program to modernize and replace aging ships and aircraft that will be linked with state-of-the-art C4ISR systems supported by an integrated logistics regime. The Deepwater acquisition of ships, airplanes, helicopters, and unmanned air vehicles will provide full interoperability with other Coast Guard platforms while meeting the full range of Coast Guard missions. The program’s multibillion-dollar contract was awarded in June 2002 to Integrated Coast Guard Systems (ICGS), a joint venture between Lockheed Martin and Northrop Grumman. ICGS is the Coast Guard’s prime contractor, systems integrator, and industry partner for the Deepwater Program.

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